

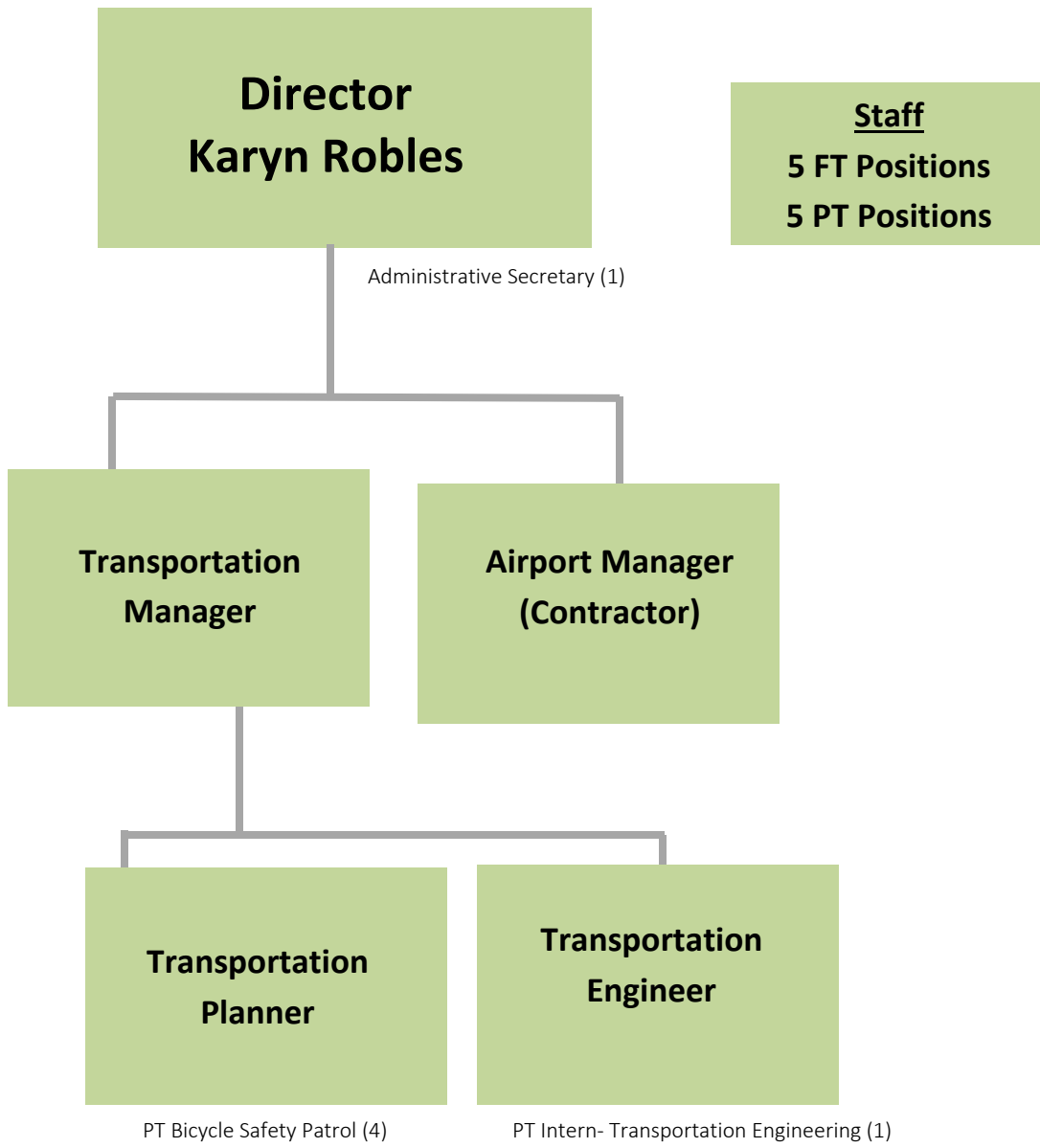
Village of Schaumburg

Transportation Department Monthly Report

February 2018

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DEPARTMENT OVERVIEW

The Transportation Department is responsible for the planning, operation, coordination and oversight of providing residents and visitors with transportation options. Primary responsibilities for the Transportation Department include:

Administration

The Transportation Department plays a key role in transportation planning throughout the region and represents the village on several regional transportation and planning committees, including the Chicago Metropolitan Agency for Planning's Bicycle and Pedestrian Task Force, Northwest Municipal Conference's Transportation Committee, Pace's American with Disabilities Act (ADA) Suburban Committee, and the O'Hare Noise Compatibility Commission.

Airport

The Village of Schaumburg owns the Schaumburg Regional Airport, a public use general aviation airport, and the Schaumburg Heliport. The Transportation Department has the administrative oversight of the airport and heliport's overall operations, including ensuring that the airport and heliport are in compliance with federal, state, and local rules and regulations.

Bikeways

Schaumburg's award-winning Bicycle Program was developed in 1979 with the creation of a Bikeways Advisory Committee and development of a comprehensive map detailing locations for current and future bike paths/routes. Since then, the village has adopted a multi-modal approach to transportation planning with the integration of bicycling as one of the key components to create a more livable community.

Traffic

The Transportation Department provides oversight on traffic related matters such as traffic signal operations, neighborhood traffic complaints, speed and traffic data collection, and transportation related development review. Transportation staff also manages the preliminary design of various roadway projects throughout the village.

Transit

As part of the Village's multi-modal approach to transportation, the Village supports numerous public transportation options including the Schaumburg Metra Station, eight Pace bus routes, and the Woodfield Trolley. The Transportation Department also manages several disabled and senior citizen transportation services, including a Dial-a-Ride Transportation service.

KEY ACTIVITIES

The following is a summary of key activities that occurred during this month.

Access Improvement Projects

I-90 Tollway Access Improvements

Staff is continuing to coordinate with the Illinois Toll Highway Authority (ISTHA), Cook County Highway Department and the State on the I-90 projects, which include the installation of a partial interchange at Meacham Road and a full interchange at Roselle Road.

Work on the westbound entrance ramp at Roselle Road continued in February, including the continued closure of Central Road. It is anticipated that the roadway will be closed until spring 2018. The Tollway and Village also continued to work on the project financials in preparation for the final project closeout.

Meacham Road and Algonquin Road Intersection Improvements

Work on Phase II final design of the intersection improvements continued with coordination between the Village and IDOT as well as work on the land acquisition portion of the project. IDOT has approved the project design report and is now reviewing the right of way agreements. This project will add capacity and improve bicycle and pedestrian access at the intersection which is needed due to the future I-90 interchange and the opening of the new Zurich North America headquarters.

Rodenburg Road Improvements

In coordination with the Village of Roselle, work continued to identify the scope of improvements to be included in the Rodenburg Road Improvement project. In February, the project team met to discuss potential roadway cross sections and to discuss potential impacts to the adjacent wetlands and quiet zone railroad crossing.

Schaumburg and Roselle Road Right Turn Lane and Signal Modernization

This project will improve traffic flow through the intersection by providing a dedicated turn lane for southbound vehicles on Roselle Road turning westbound onto Schaumburg Road. Work on the right turn lane will resume in the spring.

90N Boulevard Design

Staff continued to work with village consultants and the developer to design the new roadway that will be constructed through the site formerly known as the Motorola campus. In February, coordination with the utility companies continued, along with coordination on a maintenance of traffic plan with the adjacent businesses.

O'Hare Noise

Fly Quiet Runway Rotation Test 3

In February, the Interim Fly Quiet Runway Rotation Program approved by the O'Hare Noise Compatibility Commission for approval was submitted to the Federal Aviation Administration. Once the request from CDA is received, the FAA will complete a full environmental analysis and if approved, the runway rotation program would be implemented in 2018 through fall of 2020.

Transit and Bicycle and Pedestrian Initiatives

Dial-A-Ride Transportation (DART)

Village and MV Transportation staff met with Schaumburg Christian School to discuss the current subscription services being offered to students and their parents at the school, and address their growing transportation needs as it relates to DART capacity and ability to provide service. No immediate action will be taken to alter subscriptions currently in place, but future discussion with school administration and parents will occur in advance of the school's fall semester. DART will hold firm with the current 25 subscription ride maximum per day.

Over the last five years, the proportion of riders using DART to get to educational facilities (Schaumburg Christian School, Schaumburg High School, and Harper College) has increased from 5% of total weekday rides to a little over 20%. Direct access to Conant High School, just across Schaumburg's border in Hoffman Estates at Plum Grove Road and Thacker Street (currently provided from the Polk-Brach Athletic Complex in Schaumburg) is under future consideration.

Village and MV staff also worked closely together during the winter storm that swept across the service area on February 9. In preparation for the storm, DART dispatchers began advising customers on the 8th about potential service implications. Passenger notices were printed and posted on the buses encouraging riders to consider postponing or cancelling non-essential travel. Staff also worked with 311 and social media to inform riders about the incoming storm, and MV put emergency staffing plans in place to ensure employee coverage throughout the duration of the weather event. Regular ridership volumes were down 40% that day and maximum service delays were held to 15-minutes.

Pace Northwest Transportation Center (NWTC)

Village and Pace staff worked together to discuss parking options at the Northwest Transportation Center due to complaints the village has been receiving regarding overcrowding and illegally parked cars. Pace will be rehabilitating the NWTC in the near future, but that will not resolve the lack of parking. Pace is actively searching for nearby locations that could accommodate overflow parking and special event service which also stages from the Center.

RTA and Schaumburg Transit Orientation Program

RTA and Village staff performed three presentations to seniors, persons with disabilities, and applicable staff at Emerald Village, and Cedar Village North and South in February. The RTA portion of the presentations is designed to help seniors and persons with disabilities learn and feel more comfortable about travelling on public transportation. The village portion of the program informs residents about village, Pace, Township, and Metra services that are available to them in Schaumburg. 44 people have attended the presentations thus far. Four more presentations are being planned.

Rodenburg Road Bike Path

The village hosted a public meeting to discuss the proposed Rodenburg Road Bike Path between Morse Avenue and Irving Park Road. 12 people were present at the meeting to discuss the path and its proposed alignment.

Schaumburg Regional Airport

Transportation staff has been working with Corporate Concepts to replace the lobby furniture currently located at the airport. The current layout will be used and the same amount of chairs, sofas, and tables will be used. Some of the new tables will be equipped with USB chargers for pilots to charge their phone or iPads while waiting to fly.

Multiple chairs from different companies were tested out among staff, tenants, and pilots to determine what was the most comfortable. Carolina Business Furniture's Modern Amenity collection was chosen and will be equipped with wood arm caps to help it last. The order has been placed and the new furniture is anticipated to be in place in March.

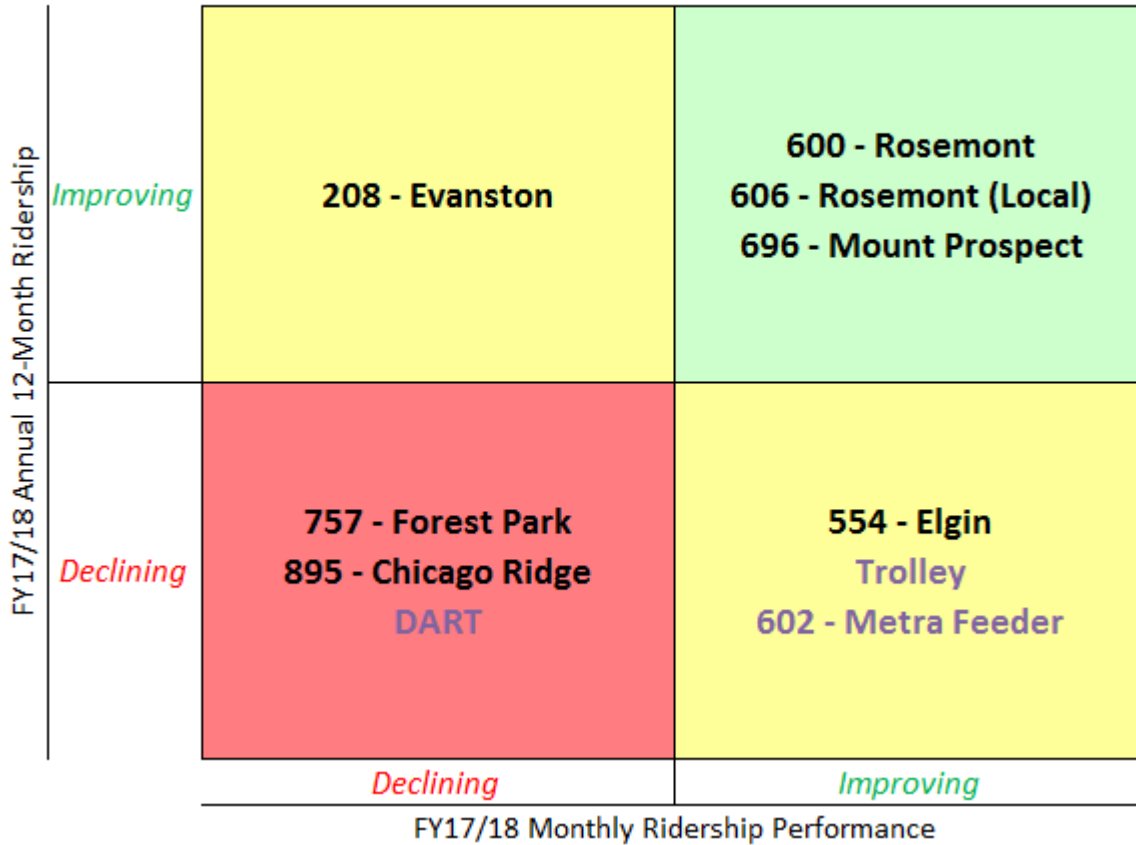
Schaumburg Regional Airport

Monthly Rent	December	January	February
Hangar	\$26,767.63	\$26,192.63	\$26,442.63
Tie Down	\$2,390.00	\$1,350.00	\$1,550.00
Terminal Building Rent	\$13,229.15	\$13,229.15	\$13,229.15
Activity Summary	December	January	February
Self Service Fuel	6	0	0
Purchased Fuel From the FBO	26	10	13
Ate at Pilot Pete's	66	52	21
Just Visiting	25	20	19
Stayed Overnight	11	2	3
Rented a Car	1	1	1
Businesses	0	0	0
Deliveries	10	3	7
Maintenance	1	1	1
Charter	0	0	0
Pattern Work	0	0	0
Special Events	0	0	0
Total Visitors	107	70	51

MONTHLY PERFORMANCE

Transit System Ridership Trends

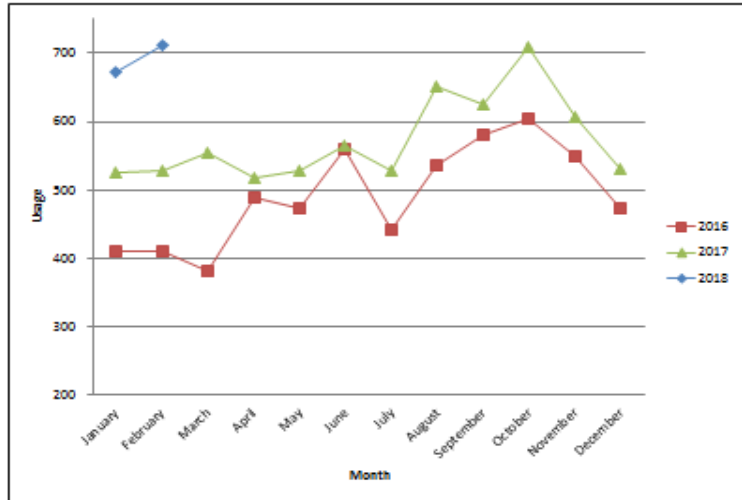
VOS & Pace Transit Program Ridership



Passport Transactions Schaumburg Metra Lot

Monthly Cumulative Registration Totals

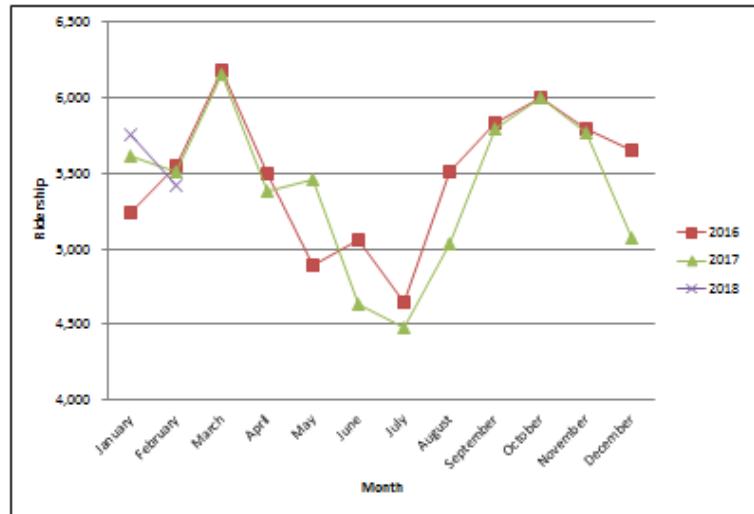
	2016	2017	2018
January	411	526	673
February	411	527	712
March	381	554	
April	490	518	
May	472	528	
June	560	564	
July	442	529	
August	537	651	
September	580	624	
October	603	710	
November	549	606	
December	472	532	
YTD	5,908	6,869	1,385



DART Ridership

Monthly Cumulative Ridership Totals

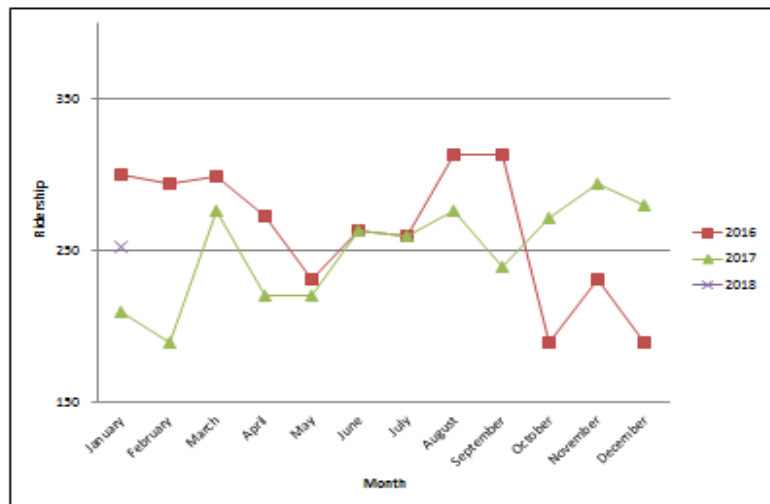
	2016	2017	2018
January	5,241	5,611	5,752
February	5,556	5,515	5,420
March	6,188	6,162	
April	5,504	5,389	
May	4,897	5,464	
June	5,055	4,641	
July	4,652	4,486	
August	5,513	5,033	
September	5,839	5,792	
October	6,005	6,008	
November	5,793	5,771	
December	5,650	5,073	
YTD	65,893	64,945	11,172



Route 602 Ridership

Monthly Cumulative Ridership Totals

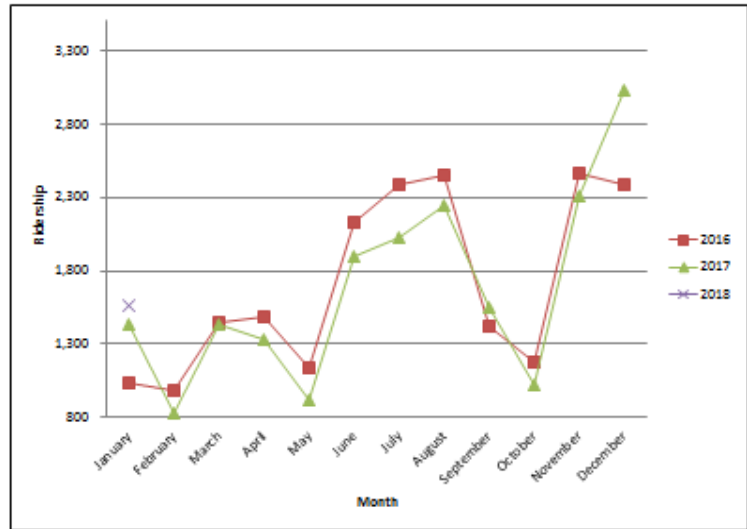
	2016	2017	2018
January	300	210	253
February	294	189	
March	299	276	
April	273	220	
May	231	220	
June	264	264	
July	260	260	
August	314	276	
September	314	240	
October	189	272	
November	231	294	
December	189	280	
YTD	3,158	3,001	253



Trolley Ridership

Monthly Cumulative Ridership Totals

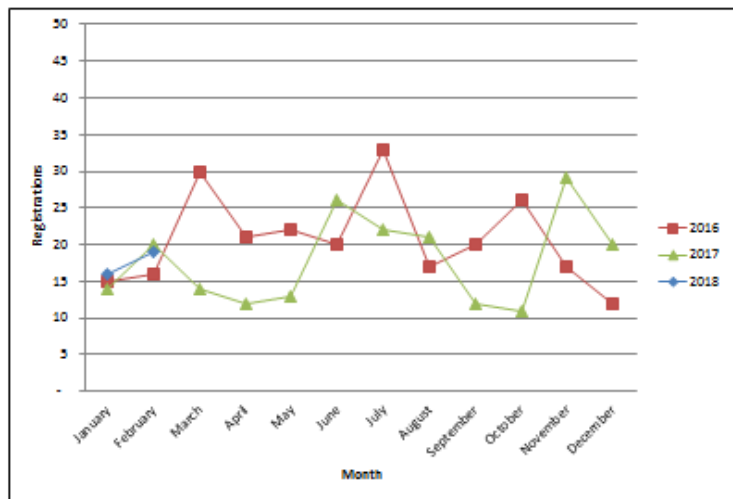
	2016	2017	2018
January	1,035	1,439	1,557
February	985	828	
March	1,443	1,429	
April	1,482	1,325	
May	1,136	925	
June	2,134	1,892	
July	2,383	2,024	
August	2,454	2,238	
September	1,418	1,551	
October	1,180	1,016	
November	2,468	2,310	
December	2,390	3,023	
YTD	20,508	20,000	1,557



RTA Registrants

Monthly Cumulative Registration Totals

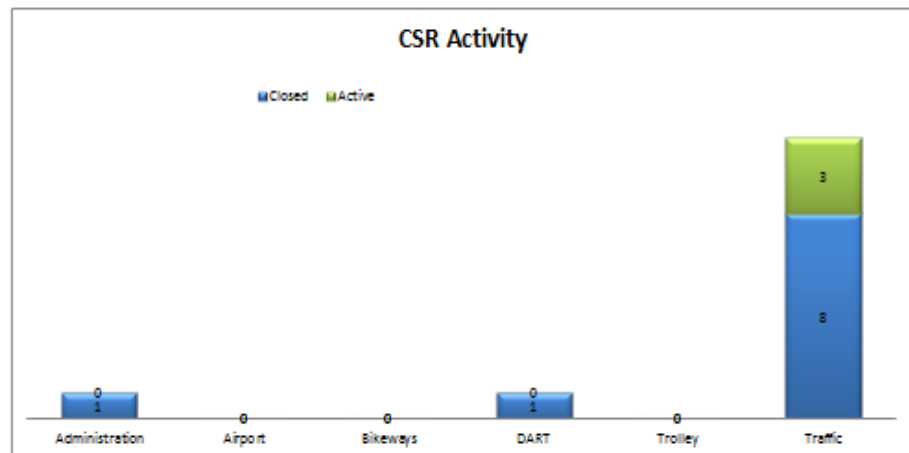
	2016	2017	2018
January	15	14	16
February	16	20	19
March	30	14	
April	21	12	
May	22	13	
June	20	26	
July	33	22	
August	17	21	
September	20	12	
October	26	11	
November	17	29	
December	12	20	
YTD	249	214	35



CUSTOMER SERVICE REQUESTS

CSR Activity

	Closed	Active
Administration	1	0
Airport	0	0
Bikeways	0	0
DART	1	0
Trolley	0	0
Traffic	8	3
Total	10	3



TRANSPORTATION KEY PERFORMANCE INDICATORS

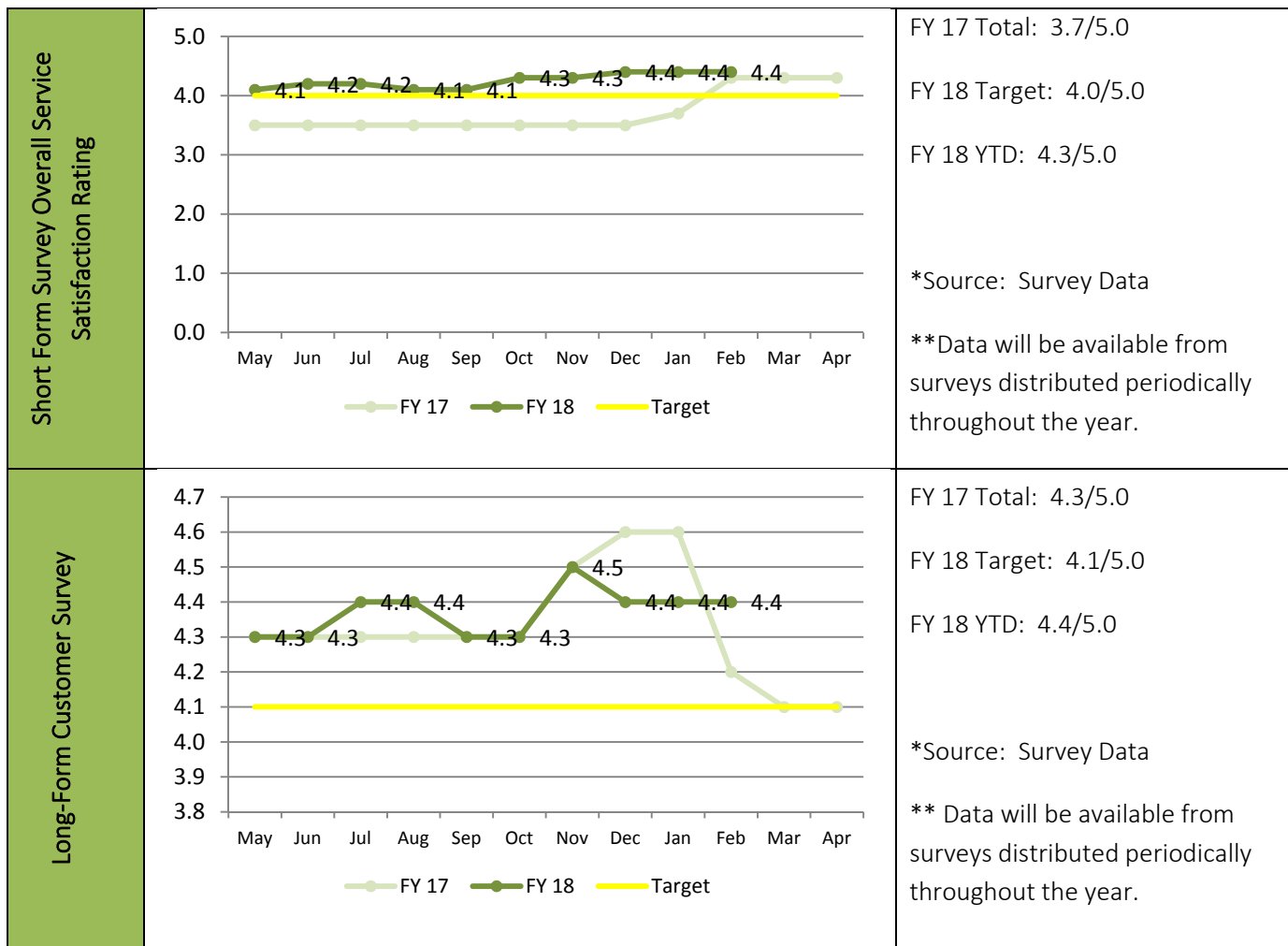
KPI 1: Convenience of Travel in Schaumburg

Schaumburg is a transportation hub and multi-modal community offering various transit options from Metra commuter train service, to regional Pace Suburban bus services, in addition to community-centered transit options and an award-winning bicycle program. This KPI hones-in on the 2014 National Citizen Survey (NCS) in which 82% of respondents identified Schaumburg’s overall ease of travel positively – a rate similar to national benchmarks. There is a monthly lag in reporting statistics received from Pace which is reflected in the table being one month behind. Metra boarding numbers will begin being tracked with the June monthly report.

<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Ridership for Pace Suburban Bus Services</p>	<table border="1"> <thead> <tr> <th>Month</th> <th>FY 17</th> <th>FY 18</th> <th>Target</th> </tr> </thead> <tbody> <tr><td>May</td><td>128,000</td><td>131,728</td><td>120,000</td></tr> <tr><td>Jun</td><td>128,000</td><td>135,488</td><td>120,000</td></tr> <tr><td>Jul</td><td>133,807</td><td>133,807</td><td>120,000</td></tr> <tr><td>Aug</td><td>133,807</td><td>150,461</td><td>120,000</td></tr> <tr><td>Sep</td><td>133,807</td><td>149,136</td><td>120,000</td></tr> <tr><td>Oct</td><td>133,807</td><td>150,164</td><td>120,000</td></tr> <tr><td>Nov</td><td>128,000</td><td>142,033</td><td>120,000</td></tr> <tr><td>Dec</td><td>102,000</td><td>121,972</td><td>120,000</td></tr> <tr><td>Jan</td><td>108,000</td><td>119,257</td><td>120,000</td></tr> <tr><td>Feb</td><td>108,000</td><td>119,257</td><td>120,000</td></tr> <tr><td>Mar</td><td>119,257</td><td>119,257</td><td>120,000</td></tr> <tr><td>Apr</td><td>137,116</td><td>137,116</td><td>120,000</td></tr> </tbody> </table>	Month	FY 17	FY 18	Target	May	128,000	131,728	120,000	Jun	128,000	135,488	120,000	Jul	133,807	133,807	120,000	Aug	133,807	150,461	120,000	Sep	133,807	149,136	120,000	Oct	133,807	150,164	120,000	Nov	128,000	142,033	120,000	Dec	102,000	121,972	120,000	Jan	108,000	119,257	120,000	Feb	108,000	119,257	120,000	Mar	119,257	119,257	120,000	Apr	137,116	137,116	120,000	<p>FY 17 Total: 124,030</p> <p>FY 18 Target: 120,000</p> <p>FY 18 YTD: 137,116</p> <p>*Source: Various Sources – Pace ridership reports lag behind by a month.</p>
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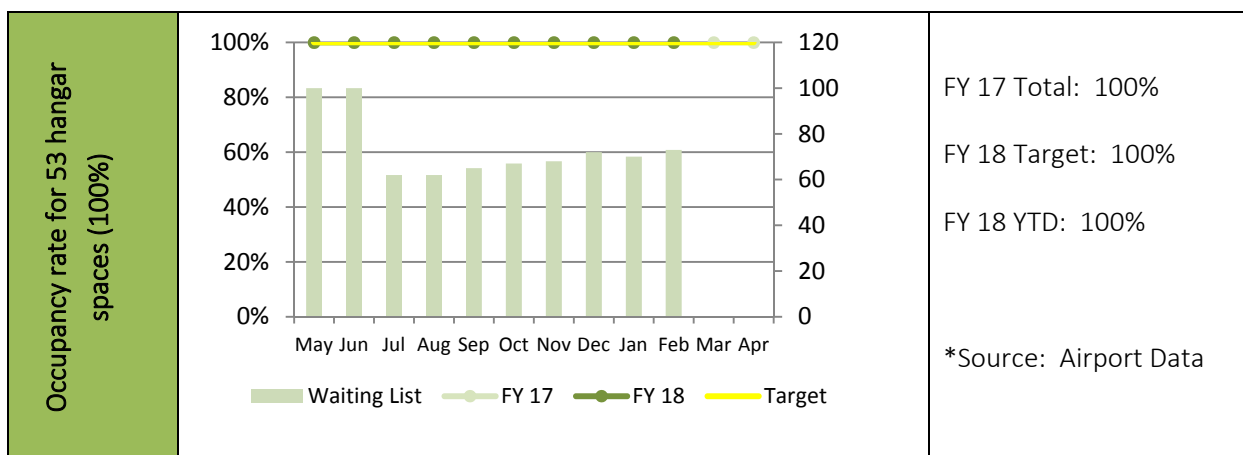
KPI 2: Community Public Transportation System Satisfaction Levels

Schaumburg offers Dial-A-Ride, the Schaumburg Trolley, and Route 602, to residents, employers, employees, and visitors. Results from customer satisfaction surveys to these patrons will determine the level of customer satisfaction with services. Short-form customer surveys tracking basic performance and quality of service indicators for DART, Trolley, and Route 602 including driver style/ability, cleanliness of the buses, on-time performance, safety, and comfort. The Village also sends longer-form customer surveys during high ridership periods that track the indicators mentioned on the short-form survey but encompassing more comfort, convenience, and reliability factors.



KPI 3: Schaumburg Regional Airport – Utilization of Schaumburg Regional Airport

Schaumburg Regional Airport (SRA), which generates \$19 million in local economic impact annually, is home to five businesses, approximately 90 aircraft, and handles roughly 35,000 operations on an annual basis. This KPI measures the number of hangar rentals and tie down spaces, in addition to the number of airport visitors to gauge success and health of this valuable Village-owned asset.



<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Occupancy rate for 150 tie-down spaces (20%)</p>		<p>FY 17 Total: 17%</p> <p>FY 18 Target: 20%</p> <p>FY 18 YTD: 17%</p> <p>*Source: Airport Data</p>
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Number of monthly visitors to the airport</p>		<p>FY 17 Total: 136</p> <p>FY 18 Target: 110</p> <p>FY 18 YTD: 141</p> <p>*Source: Airport Data</p>

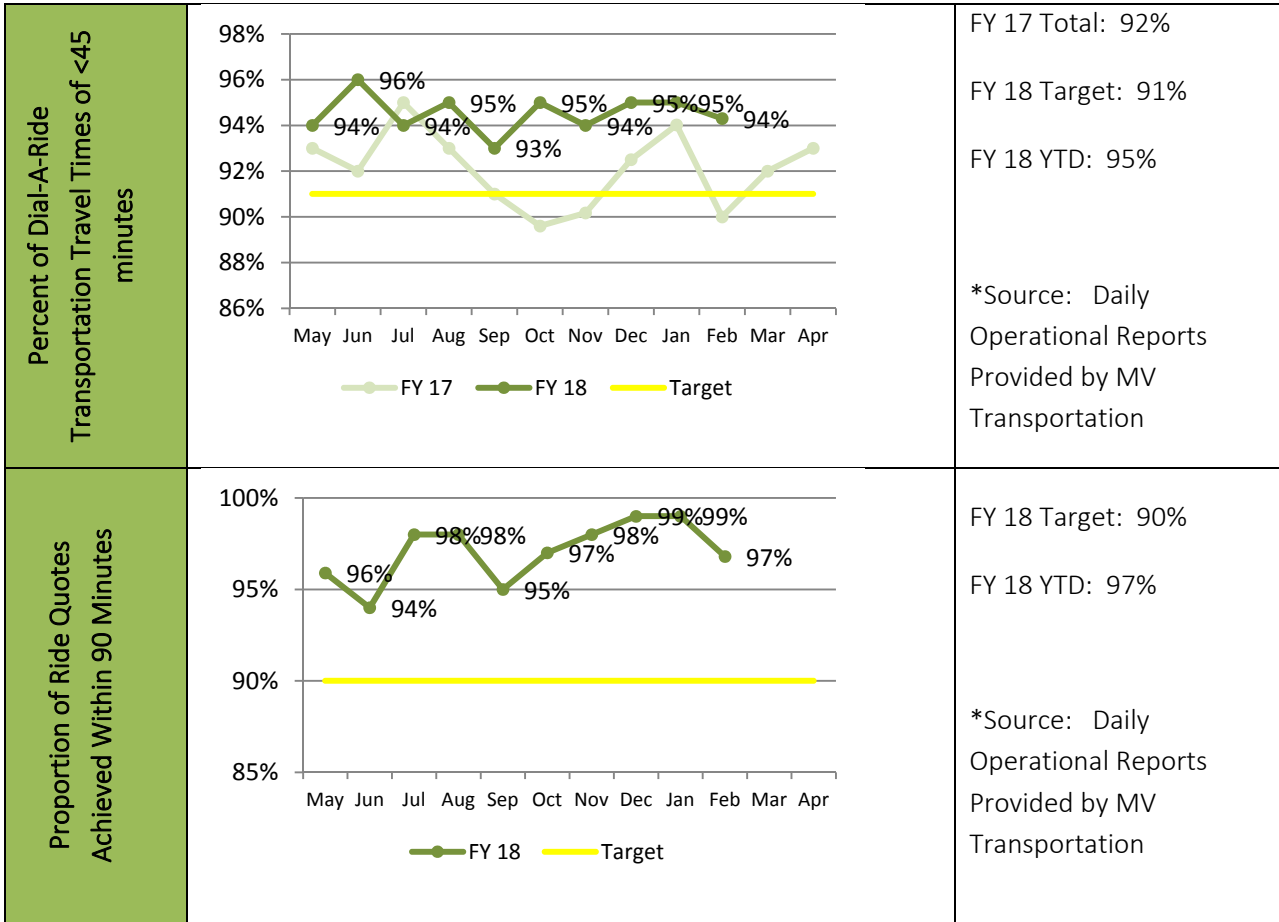
KPI 4: Pace Market Expansion Service Initiatives

Schaumburg is the second largest employment center in the State of Illinois and a major transportation center for the region. Part of what attracts employers and residents to Schaumburg are the transportation options to get to and around this community including three major interstate highways, and mass transit services that provide rail and bus transportation. The focus of this KPI is the major public transit expansion that is underway in Schaumburg consisting of four new Pace routes and one restructured and expanded existing Pace route. These new services will increase regional and internal distributor access options to and around Schaumburg including “Last Mile” service. This KPI will measure ridership on these new routes foretelling demand and success for these services. New routes are 604, 607, 608, and 611 and their ridership figures will be reported separately from the existing restructured route, 600. The ridership targets were derived from ridership numbers for the first month of service with a forecast increase in ridership throughout the year of 5%.

<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Ridership for New Pace Route 604, 607, 608, and 611</p>	<table border="1"> <thead> <tr> <th>Month</th> <th>FY 18 Ridership</th> <th>Target</th> </tr> </thead> <tbody> <tr><td>May</td><td>5,772</td><td>5,000</td></tr> <tr><td>Jun</td><td>6,138</td><td>5,000</td></tr> <tr><td>Jul</td><td>6,692</td><td>5,000</td></tr> <tr><td>Aug</td><td>6,295</td><td>5,000</td></tr> <tr><td>Sep</td><td>7,772</td><td>5,000</td></tr> <tr><td>Oct</td><td>6,690</td><td>5,000</td></tr> <tr><td>Nov</td><td>7,100</td><td>5,000</td></tr> <tr><td>Dec</td><td>7,391</td><td>5,000</td></tr> <tr><td>Jan</td><td>5,612</td><td>5,000</td></tr> <tr><td>Feb</td><td>-</td><td>5,000</td></tr> <tr><td>Mar</td><td>-</td><td>5,000</td></tr> <tr><td>Apr</td><td>-</td><td>5,000</td></tr> </tbody> </table>	Month	FY 18 Ridership	Target	May	5,772	5,000	Jun	6,138	5,000	Jul	6,692	5,000	Aug	6,295	5,000	Sep	7,772	5,000	Oct	6,690	5,000	Nov	7,100	5,000	Dec	7,391	5,000	Jan	5,612	5,000	Feb	-	5,000	Mar	-	5,000	Apr	-	5,000	<p>FY 18 Target: 5,000</p> <p>FY 18 YTD: 6,607</p> <p>*Source: Monthly Ridership Reports Provided by Pace Suburban Bus. There is a lag time of one month in Pace reporting ridership data. 5,772 represents April's ridership which is shown in order to keep overall reporting on track with the village's fiscal year.</p>
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<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Ridership for Restructured Pace Route 600</p>	<table border="1"> <thead> <tr> <th>Month</th> <th>FY 18 Ridership</th> <th>Target</th> </tr> </thead> <tbody> <tr><td>May</td><td>13,796</td><td>12,500</td></tr> <tr><td>Jun</td><td>14,484</td><td>12,500</td></tr> <tr><td>Jul</td><td>17,070</td><td>12,500</td></tr> <tr><td>Aug</td><td>14,675</td><td>12,500</td></tr> <tr><td>Sep</td><td>17,475</td><td>12,500</td></tr> <tr><td>Oct</td><td>17,461</td><td>12,500</td></tr> <tr><td>Nov</td><td>19,656</td><td>12,500</td></tr> <tr><td>Dec</td><td>18,256</td><td>12,500</td></tr> <tr><td>Jan</td><td>17,394</td><td>12,500</td></tr> <tr><td>Feb</td><td>-</td><td>12,500</td></tr> <tr><td>Mar</td><td>-</td><td>12,500</td></tr> <tr><td>Apr</td><td>-</td><td>12,500</td></tr> </tbody> </table>	Month	FY 18 Ridership	Target	May	13,796	12,500	Jun	14,484	12,500	Jul	17,070	12,500	Aug	14,675	12,500	Sep	17,475	12,500	Oct	17,461	12,500	Nov	19,656	12,500	Dec	18,256	12,500	Jan	17,394	12,500	Feb	-	12,500	Mar	-	12,500	Apr	-	12,500	<p>FY 18 Target: 12,500</p> <p>FY 18 YTD: 16,696</p> <p>*Source: Monthly Ridership Reports Provided by Pace Suburban Bus. There is a lag time of one month in Pace reporting ridership data. 13,796 represents April's ridership which is shown in order to keep overall reporting on track with the village's fiscal year.</p>
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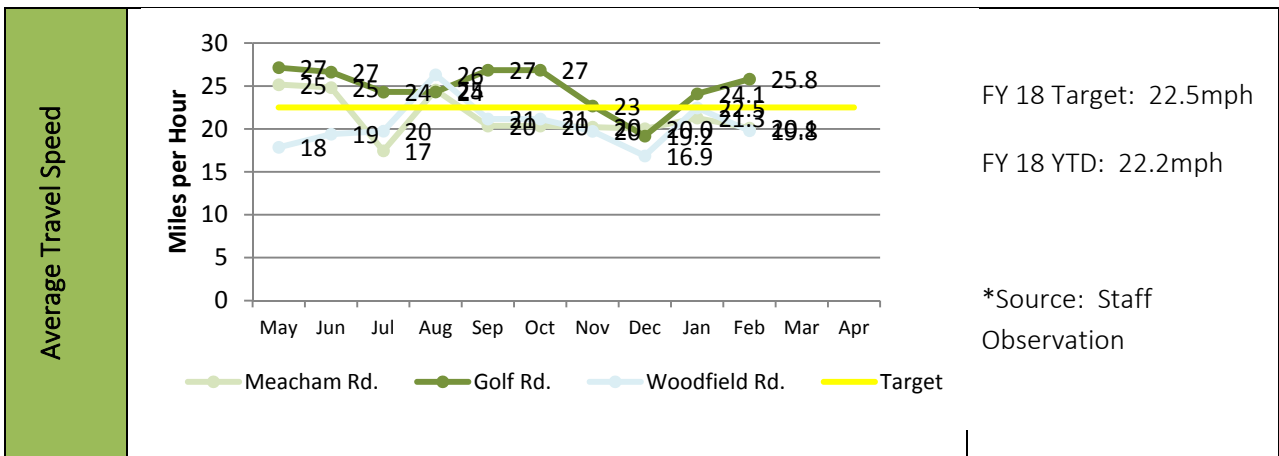
KPI 5: Dial-A-Ride Transportation (DART) Operational Effectiveness

DART is Schaumburg's most significant village-funded transit service offering. The vast majority (approximately 87%) of the roughly 65,000 annual DART customers are Village of Schaumburg residents and 85% of rides are to locations within the village's municipal boundaries that stretch more than 10 miles north-south and nearly 7 miles east-west. DART is a door-to-door service open to the general population whose routes are flexibly designed by dispatchers each day of service depending on the calls for rides that are received. This KPI continues measuring the convenience of travel in Schaumburg by monitoring the operational effectiveness of another key component of the DART service - DART's on-time pick-up performance.

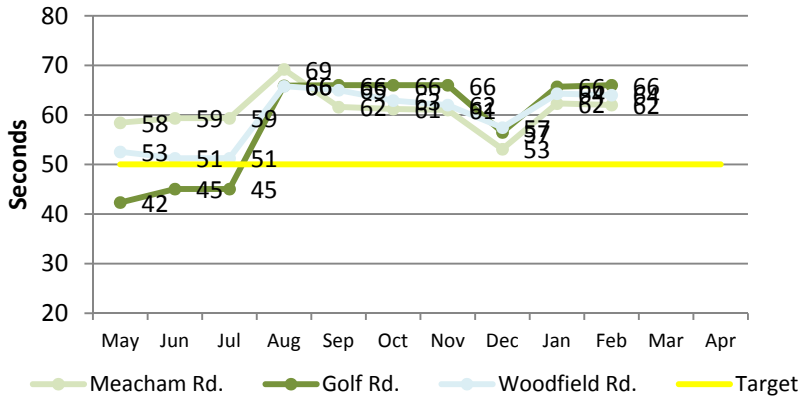


KPI 6: Traffic Signal Timing

National Citizen Survey (NCS) results regarding the ease of transportation throughout Schaumburg highlight the public’s perception of their ability to efficiently travel to and throughout the Schaumburg area. The focus of this KPI will observe traffic flow along Meacham (Algonquin Road to Higgins Road), Golf (Plum Grove Road to East Frontage Road), and Woodfield (Plum Grove Road to East Frontage Road) Roads, the main arterials in the heart of Schaumburg’s Woodfield area business and entertainment district, and will measure travel speed, signal length, and traffic flow. The results will be used to help determine any weaknesses or inefficiencies within the roadway network surrounding Woodfield.



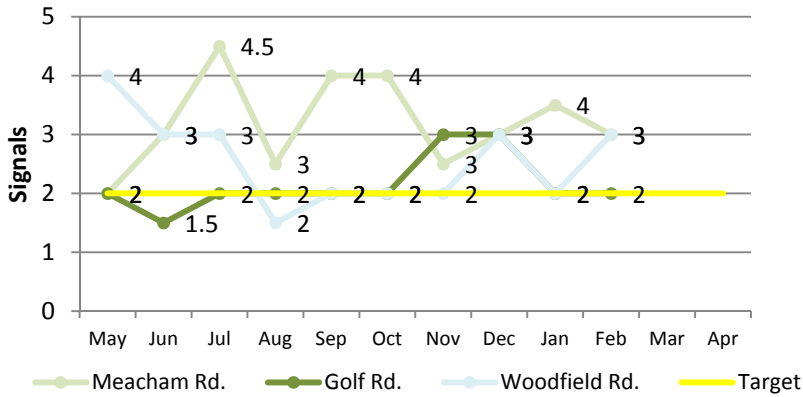
Signal Length at each Signalized Intersection



FY 18 Target: 50 seconds
 FY 18 YTD: 60 seconds

*Source: Staff Observation

Number of Times Stopped at a Signal



FY 18 Target: 2
 FY 18 YTD: 3

*Source: Staff Observation